

**THE UNITED ASBESTOS
ORIENTAL AGENCY.**
Sole Agents for the
**UNITED ASBESTOS COM-
PANY, LTD. LONDON.**
DODWELL & CO., LIMITED.
General Agents.

THIRTY DOLLARS
PER ANNUM.

Intimation.

PORTSMOUTH, *August*, 1899.

At the Banquet given by the town to the
British Medical Association,
WILKINSON'S GOLD MEDAL
LIQUEUR WHISKY
was specially asked for and supplied.

\$7.50 per dozen.

WATKINS. LIMITED.

(SOLE- CONSIGNEES.)

Insurances.

IN
1897
THE
NEW-YORK LIFE INSURANCE Co.
(In 313 working days of eight hours each.)
PAID TO ITS POLICY-HOLDERS

**EQUITABLE LIFE ASSURANCE
SOCIETY**
OF THE
UNITED STATES

\$2.15
EVERY SECOND;
\$129.19
EVERY MINUTE;
\$7,751.38
EVERY HOUR;
\$62,011.04

EVERY DAY;
\$373,258.76
 EVERY WEEK;

\$1,617,454.63

EVERY MONTH:
G \$19 409 455 61

From January 1st to December 31st.
Head Office for the EAST, SHANGHAI.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO.,
Agents, Hongkong.

1113a] Agents, Hongkong.

KUHN & KOMOR, NORTH GERMAN FIRE INSURANCE
JAPANESE FINE ART CURIOS, COMPANY OF HAMBURG.

THE Undersigned, AGENTS of the above

21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42 Hongkong, 26th May, 1895. [18

UNITED ASBESTOS ORIENTAL

AGENCY, LIMITED.
— — — — —
SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO. LD. LONDON

UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF-LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.
 ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
 ESTIMATES given for every DESCRIPTION of WORK.
 CHIEF SUPERINTENDENT.....THOMAS SKINNER.

27] SUPERINTENDENT ARCHIBALD RITCHIE
DODWELL & CO., LIMITED, General Managers.
BEAK HOTEL

PEAK HOTEL AND CRAIGIEBURN

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer
 with perfect protection against the North East Winds in Winter.
 Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899.

Manager

[28]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION
OF THE BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and wholesale
by
THE PETER-SYS COMPANY,
(Proprietors and Sole-Manufacturers),
No. 10, Old China Street.

12th October, 1898. Shanghai. [124]

100

Today's Advertisements.

NOTICE.

NOTICE is hereby given that a MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRACY, on TUESDAY, the 26th day of September, 1899, at 12 o'clock NOON, for the purpose of considering applications from:-

(1.) HAJEE ALI SHIRAZEE for a Publican's Licence to sell and retail intoxicating liquors on the premises situate in the Happy Valley, known as, and to be under the sign of, "The Happy Retreat."

(2.) BERNARD JORDIS for a Publican's licence to sell and retail intoxicating liquors on the premises situate at Nos. 192 and 194, Queen's Road East, under the sign of, "The Eastern Hotel."

H. H. J. GOMPERTZ, Acting Police Magistrate, Hongkong, 19th September, 1899. [1196]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"FORMOSA."

Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 20th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers, Hongkong, 19th September, 1899. [1192]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN, NEWCHANG AND WEIHAIWEI.

THE Company's Steamship.

"KWEIYANG."

Captain Outerbridge, will be despatched for the above Ports, TO-MORROW, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 19th September, 1899. [1135]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship.

"THALES."

Captain Hall, will be despatched for the above Port, on THURSDAY, the 21st instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers, Hongkong, 19th September, 1899. [1193]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"PYRRHUS."

Captain Butt, will be despatched for the above Port, on THURSDAY, the 21st instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 19th September, 1899. [1093]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship.

"DIAMANTE."

Captain G. A. Taylor, will be despatched for the above Port, on SATURDAY, the 23rd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 19th September, 1899. [1187]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"KUMSANG."

Captain Payne, will be despatched for the above Port, on SATURDAY, the 23rd instant.

The attention of Passengers is directed to the superior accommodation offered by this steamer.

The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 19th September, 1899. [1193]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"SUNGKANG."

Captain Moore, will be despatched for the above Port, on SATURDAY, the 23rd instant.

The attention of Passengers is directed to the superior accommodation offered by this steamer.

The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 19th September, 1899. [1193]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th instant, and THURSDAY, the 28th instant, at 9.30 A.M.

All Claims must reach us before the 5th October, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected. MELCHERS & Co., Agents, Hongkong, 19th September, 1899. [1166]

To-day's Advertisements.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"GANDIA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From Madras, S.S. "Lodiana."

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.

Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent, Hongkong, 19th September, 1899. [1194]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship.

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 21st instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers, Hongkong, 19th September, 1899. [1194]

FOR NEW YORK.

THE S. A. L. American Ship.

"CHALLENGER."

Gould, Master, is now ready to load here for the above port, and will have quick dispatch.

For Freight, apply to ARNOLD, KARBURG & Co., Hongkong, 19th September, 1899. [1074]

Intimation.

A. S. WATSON & Co., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A. THORNE'S BLEND, White Capsule, \$10.50

B. WATSON'S GLENROTHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark, 10.50

C. WATSON'S ARDRAH GLENROTHY, Red Capsule, with name and Trade Mark, 12.00

D. WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, V.P. let Capsule, 11.10

E. WATSON'S VERY OLD Liqueur Scotch Whisky, Gold Capsule, 15.00

THORNE'S BLEND and WATSON'S GLENROTHY are high class Scotch Whiskies, of greater age than most brands in the market.

ARDBURGH GLENROTHY is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

MARRIAGE.

On 12th August, at Wiesbaden, Commander JOHN G. HUGHES, D.S.O., R.N., to HELENE, daughter of Richard Schürmann, Düsseldorf and Wiesbaden.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 19, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, September 17th.

The statement of the Times Paris correspondent is contradicted.

From what has transpired of the Transvaal's reply there appears to be but little hope of a peaceful settlement. Pretoria is excited and the Young Boers ask to be led immediately to the field.

WEATHER REPORT.

The Observatory report says:-

On the 19th at 4.55 a.m. The barometer has fallen on the China coast and over Japan.

A depression has formed, apparently, between the E. coast of China and the Loochees. It seems

to be moving Northwards and will probably recur over W. Japan. An elongated area of low pressure is still lying across the China Sea in about 15° Lat. FORECAST:-Fresh N.E. winds; fine.

LOCAL AND GENERAL.

The returns of the number of visitors to the City Hall Museum for the week ended 17th September, are:- Europeans 254, Chinese 6,549 total 1,803.

The objection lodged against "The Wizard" as not being a *bona fide* Polo pony in the Polo Scoury at the last Gymkhana meeting has been overruled by the Gymkhana Committee.

DURING the week ended 16th September there were 18 cases and 20 deaths from plague reported. No other cases of communicable disease were reported in the Colony.

H.M.S. *Recluse* has sailed from San Francisco to survey a route for the Pacific cable. She will go to Honolulu, sounding on the way, and thence, and proceed to Apia, whence she will go to Australia.

It is announced on reliable authority that Sir John Wolfe Barry, K.C.B., has been appointed as Consulting Engineer of the Imperial Northern Railways and his representative is now on his way to China.

MISS JANE WALDORF and company proceed to Canton by this evening's boat and will give scenes from "Romeo and Juliet" and "Ingomar" there to-morrow night. Canton residents do not often have such a treat in store for them.

At the Supreme Court yesterday the Hon. H. E. Pollock said that his friend Mr. Robinson applied for the defence in the trade mark case, and he understood that a certain course was going to be taken and he did not think any more jurors would be required.

The following telegram, dated Labuan, 11th September, appears in the *Singapore Free Press*: "The rumour mentioned in your 'Sandakan Notes' of Saturday last, of the resignation of Governor Beaufort, is true. Mr. Beaufort has resigned and has it is reported, received a Colonial appointment."

In *Red and Tan* a correspondent discusses the question as to "whether both eyes should be open in shooting" with the sporting gun. This subject, as far as concerns target rifle-shooting, was first discussed in print in the *Singapore Free Press* twelve years ago under the heading "Both-eyed Rifle-shooting;" and answered in the affirmative. About two years after the writer of this paragraph had discovered experimentally for himself that it was an advantage to keep both eyes open during the aim, the *Illustrated London News* contained a portrait of a certain Sergeant Armstrong, the best shot in the army of that year, perhaps about 1884 or so, and in the letter-press paragraph attached it was mentioned as a wonderful thing that Sergeant Armstrong habitually kept both eyes open during his firing. We fancy that now-a-days hundreds of leading rifle-shots do that regularly. Only one eye is of course really used along the sights, but the advantage lies in the non-disturbance of the aiming eye by the sympathetic effect of the compression of the other eye by the muscles of the eyelids. The optical image received by the idle eye is soon quite unnoticed, after a little practice. S. F. Press.

THE UNITED STATES IN THE PHILIPPINES.

A golden deal has been said concerning the Filipinos using brass-coated Remington bullets. Several American journals of more or less prominence have been considerably concerned over the matter. True, these missiles were used by the Filipinos in numbers just after the outbreak of hostilities, but at present they would appear to have very few left and when the fact is known that the ammunition in question was amongst that taken from the Cavite Arsenal and was given to Aguinaldo and his followers by Admiral Dewey for the purpose of driving the Spaniards out of Manila I think little more need be said. However, as a matter of fact the brass-coated bullets have not proved so poisonous as was anticipated. Through unequal expansion of the metals or some other cause thousands of the brass casings left the lead in air and fell to the ground, the heavier part of the missile naturally, through its extra weight, pursuing its career. In cases where the American troops were hit by the complete bullet poisonous results were no more frequent than where the wounds were caused by uncoated lead or even Mauser bullets. These latter have proved the most effective the Filipinos have used and it is a moot point whether the Mauser is not a better weapon than the Krag-Jorgensen. Certain it is that several of the best shots among the United States scouts use it in preference to the rifle supplied by the Government. For making a most terrible wound command me to the Springfield, which simply tears out and scatters pounds of flesh and tissue. The writer has seen several cases in which its bullet had removed the whole of the back of the skull of its unfortunate victim. The United States troops had field, machine and quick firing guns, none of which things the Filipinos were able to do much with. What weapons they did have they were short of ammunition for. When the lines were round Calocan shells actually wrung in rags, to make them fit the gun or guns, used occasionally to tumble into the camp. At the same time, and despite the excellent work of the Utah Battery and Sixth Artillery, the United States big gun fire was poor enough. There was a lot of defective shrapnel as well as plain shot used.

It was interesting to the onlooker in the American lines to watch how the volunteers threw their Springfield bayonets away. The Springfield bayonet is a long and unwieldy weapon, its steel scabbard and the practice of hanging it to the belt by a hook and swivel greatly hampering the free movements of the wearer. It is no wonder, therefore, that many men, otherwise heavily encumbered, flung away their weapons. All had, or were supposed to have had, revolvers and so the whole country from Marikina to Polo was thickly strewn with discarded bayonets after the first advance, just as the natives when retiring, left numbers of their "bolos" and "maglutas."

As a matter of fact the Filipino tactics throughout have shown that they possess no mean military ability. To harass the foe at all points, to keep him constantly on the *qui vive*, to retreat in order to compel him to extend his lines, to keep him in the field doing little but eat his heart out during the terrible rainy season, these have been strokes of military policy on the part of the Filipinos that have cost the United States dearly.

Meanwhile the Filipinos have practically the whole of the cultivated part of the island behind them, are generally supposed to be getting, by hook or by crook, large numbers of arms and supplies of ammunition and, when the United States forces take to active operations again, will probably revert to their old tactics and still show "a steen chase" is a long cry.

It is amusing to note how many times since February 4th the "Interoces" have been "completely surrounded" and it is certainly just as amusing to note how they have always got just away just in the very nick of time. The north line, for example, at Malabon they were quite hemmed in. But they all got out without much trouble. For this the Americans blamed the 2nd Oregon regiment, which had smashed right into some magnificent trenches on the left bank instead of waiting to act as pivot. Then came Malabon, the Filipino headquarters, fortified to a fearful extent and crowded with men. A slight skirmish on the outskirts and the place was taken. All the defenses had vanished; nothing was found but a few trenches and some buried guns and meanwhile the Filipinos had come on to Calumpit and had also got round to the right where they made an attack on the guards along the line of railway - right in the line over which the advancing column had just taken a week to advance about 20 miles. At Calumpit, at San Fernando, at Angeles the Filipinos were always going to be surrounded but somehow or other were not. Now, Tarlac is the next place on the programme. I am not sure whether they have been surrounded there yet but expect to hear so shortly. As a matter of fact it would appear as though a regular loop-hole of escape had been left every time. But that this is not the case I am positive.

The Filipinos in the lines have all the time had regular communication with their friends in town and there can be no doubt that the United States plans of action have been as well known to them as to the American soldiers themselves. As a sample of this sort of thing I may mention that on one occasion a Filipino merchant informed me that the Colorado and Nebraska regiments had, two days before, changed places at the Waterworks. That morning I had a personal interview with General Anderson, then in command of the Southern Division. On my asking him the reason for this change he expressed the greatest surprise and said he had not heard of it. He then proceeded to telegraph to headquarters and on learning that it was true asked me where I had first learned it.

In the city of Manila the United States Executive has established a Secret Service composed of both Americans and Filipinos but up to the present it has apparently failed to get to the bottom of this matter of communication. For some time the natives were employing signal kites but the flying of these innocent looking articles being summarily stopped they have evidently hit on some other method. What that is has not yet leaked out.

Amongst the rank and file of the natives are to be found a number of curious superstitions which are connected with the *ating* or *ating* or *ating*, which prevents death or injury from gunshot wounds. It generally consists of a sort of plaster embellished with peculiar cabalistic characters and is either tied round the chest or hung round the neck like a scapular. Who makes these things I do not know, but whoever it is they evidently must find it a pretty good business. Everyone knows the figure 8 worn by the American troops; the insignia of the Eighth Army Corps. Some of the "Igorrotes" or "Negritos" living near *Santol* took this to be a species of *ating* and when they saw the San's troops and concluded to have them themselves. They may now be seen embellished with figure eights cut out of buffalo horn.

As was only natural, Manila had been in American hands for but a very brief space when newspapers came along with a rush. There was the *Times*, the *American*, *Freedom*, *Uncle Sam*, *The New Orient*, *The American Soldier* and several others, while besides these some of the Spanish papers commenced printing pages in English. The latter for the most part soon got into hot water and had to close their doors. *Uncle Sam* and the *American Soldier* suffered the same fate at the hands of the Press Censor. The *New Orient* had to cease publication owing to its staff being compelled to go out with their regiment and fight, whilst the *American* and *Freedom* are now in the land of the living. However a fresh one has arisen in shape of *The Insular Daily Press* and a weekly is also projected. With the exception of the *Times* all are edited and generally run by ex-soldiers and this, no doubt, accounts for their various eccentricities and peculiarities. How some of them can be made to pay is a puzzle, but still they keep on, bowing all the time to the iron will of the Press Censor or waving hysterical over trivial and commonplace matters. Many persons are possessed of the idea that the Press Censor has to see everything that appears in the Manila press before it is published. This is entirely erroneous. It is only when information gained through outside channels appears of doubtful veracity or that its publication might prove damaging to the military movements that it is shown him before it goes into type. Otherwise he does not see it until the paper is issued. Then he simply has the power of life or death over the paper and, knowing this, the editors and literary staff generally are usually careful enough to keep the next time anything like this appears I'll shut you up," is generally sufficient to induce caution. The life of the Press Censor cannot be a very happy one, consisting as it does of a long series of interviews, mostly with persons whose wishes he cannot gratify and whom he knows are cursing him inwardly for every stroke of his blue pencil. But he plods along from daylight to dark and upon occasion veritably sleeps in his harness. In addition to the daily papers of Manila there is a monthly issue of *The Philippine Magazine*, a periodical full of illustrations of matters of interest and containing stories of the campaign, articles on native customs, etc. This would appear to be a great success although at present technical difficulties render its publication somewhat erratic.

Taken throughout, the American press of Manila has done a good deal in ventilating vexed questions and it is well to note that on more than one occasion its voice has been listened to by the Government. Its accounts of military matters have been all more or less one-sided, but in that particular it is not so much to blame. The censorate is all powerful and to risk its wrath would certainly be "to monkey with a burrow."

one dollar or even more, the amount of ice on the market quite inadequate to the demand and vegetables of all kinds conspicuous by their absence it is plain that the position of a housekeeper in Manila is not one to be envied. Without any special Commissary department it is indeed impossible to provide anything like a decent table. Not only have the prices of edibles assumed almost famine proportions but those of all other necessities have risen proportionally. A kakhi suit such as can be obtained anywhere in Hongkong for three or four dollars will cost from nine to eleven in the Philippine capital. Rents, carriage hire, domestic wages and taxes have gone up by leaps and bounds and at the same time trade is practically dead. The old Spanish Customs' Tariff has been still adhered to and being full of contradictions and absurdities its application by a military officialdom provides much material for a comedy in a comic opera. Then the closing of the provincial ports has prevented the arrival of hemp, tobacco, sugar, etc., in Manila and has accordingly practically killed the entire export trade. The cigar factories are only partly running; the failure to obtain either raw leaf or cedar wood for the boxes being responsible for this. In the river and about the harbour traffic is sadly hampered by a lack of lighters and launches; hundreds of these indispensable craft having been taken over by the Government for its transport work. Accordingly steamers have to suffer serious delays in loading or discharging the Customs premises are continually blocked with goods awaiting clearance and merchants and others are heavily handicapped in pursuance of their business. Then there is what is known as the 8 o'clock (really 8.30) order. Originally established as a precaution against fire raising or rioting of any kind, it undoubtedly had excellent results and since its inception there has not been a conflagration of any magnitude during the prohibited hours. But that it acts as a serious hindrance to many business men cannot be denied, whilst the manner of its enforcement is not always what it should be. The writer has been halted by guards at a very few minutes past the curfew hour, when dozens of natives have been going unmolested about the streets. As a matter of fact a good deal of discretionary power is vested in the Captains of the various companies of the 20th Infantry who are now doing the provost guard work. A peaceful and well disposed foreigner may be unavoidably kept out of doors after hours. He is arrested, placed in a dirty room, with perhaps half a dozen uneducated soldiers, two or three Chinamen and some Filipinos. Here he has to remain until the morning, with nothing but a filthy floor to sleep on and no sanitary conveniences of any kind. In the morning he may be sent to the Police Court where he is fined three dollars for his first offence or he may be told by the officer of the Company arresting him that he can pay the three dollars then and there. In the latter case it would be interesting to know where the money goes to. The writer once saw two gentlemen told that they could give the officer the amount of the penalty as an alternative to being sent under escort to the Court. They naturally paid up but asked for a receipt. "Oh," said the officer "you're getting out of here should be quite receipt enough. If you don't care about it you can go to the Court." It is pretty safe to guess who got that six dollars.

During the months of April, May and June there was a very heavy exodus of Spanish from Manila and vacant houses were then plentiful enough. But there were few to be found for sale and when there were, the prices asked were in many cases exorbitant. Just now it is almost impossible to purchase a house centrally situated, although they can be found in numbers in some of the suburbs. The Chinese, indeed, seem to be buying up much of the free-west district of Tondo, whilst they are also spreading in other directions where their presence would not have been tolerated under Spanish rule. Just now there would seem to be a good deal of ill feeling between the Chinese and Tagalos. The latter accuse the "Chinos" of giving away their plans of stealing their property and of generally playing into the hands of the Americans.

Just at present the seeker after employment or those with but little capital to invest will do well to give Manila a wide berth. For some time past there have been a large number of arrivals from Australia, Honolulu and the various Far Eastern ports. Besides this there is scarcely a volunteer regiment that has not left at least a hundred or so men behind. As a sample of the condition of things prevailing I may mention that five employees of one of the largest American concerns in the place recently sent in their resignations. They complained, and apparently with perfect justice, that their salaries were insufficient to live upon. In twenty-four hours their places had been filled by discharged soldiers. Scores if not hundreds of men, miners and such like, are walking about waiting their chance to get into the country. When this chance will come is extremely problematical. It cannot be until active hostilities are brought to a close and at present there are no indications of this. The Manila money market is in a pretty tight state, a natural hesitancy on the part of investors fully accounting for this and while the stringency lasts matters will continue to remain in *statu quo*.

MALOLOES.

ASSAULT.

This morning at the Magistracy David Reid a sergeant in the police force was charged with assaulting Robert Patterson. Mr. Hastings appeared for the defence.

Robert Patterson, a police constable stationed at Tat Tat Mui, near Quarry Bay, said, on the 14th inst. I went on duty at 10 p.m., my hours of duty being from 10 p.m. to 4 a.m. I came back at 3.15 a.m. I was allowed one hour off by the Inspector. When I opened the door I saw defendant kneeling on one knee, keeping my wife down on the floor on her back. She was crying bitterly. I said "get out of this you dirty beast." He told me not to make a noise. I told him to get out; he said he would not get out until daylight. I went to the telephone to telephone to Shaukiwan. He took hold of me and threw me on my back on the floor. I got up again to go to the telephone. He got hold of me the second time and threw me on the top of the couch on my body. He then took hold of me with his knees. I called out and Vasala Singh came to my assistance. At 6 next morning I went and found a bottle of whiskey about half full outside my cook house door. I went and reported at Shaukiwan.

Jessie Patterson gave corroborative evidence, stating that the defendant a friend of her husband's, had been in the house for some time but had only carried on an ordinary conversation until her husband's arrival, previous to which defendant had been drinking pretty heavily from a whiskey bottle.

Vasala Singh, a P.C. stationed at Tat Tat Mui, gave evidence of having assisted P. C. Patterson and receiving a blow from defendant's fist on his chest and right eye and a kick on his left leg. When witness ran away defendant hit him with a stick on his back.

Mr. Hastings addressed the Court and denied the charges made by the prosecution. His Worship convicted defendant on three counts and sentenced him to a month's imprisonment on each, to run consecutively.

THE DIRECTORS OF THE TUNG-WA HOSPITAL beg to acknowledge with thanks the following Donations to the Fund for the extension of the Hospital and Plague Hospital &c.:-

Already subscribed	\$16,185
Chung Chuk-hing	200
Shan Kee	200
Kwan Mow	150
Man Cheung Yuen	150
Kin Fat Hong	150
Shing On	150
Sing Tye Hong	150
Sooy Kee Chan	150
Yue Wo Loong	150
E. Yuen	150

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Hon. W. M. G. Gurnham, Acting Chief Justice.)
September 11th.

BURGLARY AND LARCENY.

Yeung Wa, age 18, was charged with entering the dwelling house of Yeung On Fuk, between 11 o'clock on the night of the 9th August and six o'clock on the morning of the 10th August, and stealing therefrom \$5, one watch, one watch chain, three jackets and one pair of trousers. He was further charged with stealing \$20 and an earthenware, savings box, also the property of Yeung On Fuk. He pleaded not guilty to both counts.

The following composed the jury: Messrs. J. M. de Carvalho, J. H. Macleod, J. M. de Silva, J. Wheeler, T. Skinner, A. G. Gordon, and C. Perkins.

The Hon. H. E. Pollock (Acting Attorney-General), instructed by Mr. Bowley (Acting Crown Solicitor) appeared for the prosecution. He said that complainant rented the ground floor and the basement of No. 50, Cochrane street, and was a painter. The defendant was formerly employed by him as a cook. The defendant entered his service about the end of the second month of this year, and early in the morning of the 26th July, the defendant disappeared. The complainant subsequently found that \$7 or \$8 which was in a small tin box kept in a drawer in the counter was missing, and also an earthenware box with \$13. The defendant did not come back to his duties. As to the charge of burglary, the complainant went to bed on the night of the 9th August at about 11 o'clock, having previously bolted all the doors. The following morning he found that the door had been broken open and the watch, etc., stolen. The complainant reported the matter to the police. About three-quarters after midnight on the 23rd August the complainant saw a man crouching down close to his basement. He seized him and found it was the defendant. He took the defendant to the Central Police Station, and he was there found to be wearing one of the stolen jackets. Some of the other articles were found at different pawnshops. When charged with larceny the defendant said, "I only stole from him \$8 in ten and 20 cent pieces," and when charged with burglary he replied, "I did steal them."

The evidence given at the Magistrate's court was found guilty on both counts.

His Lordship sentenced the defendant to 12 months' imprisonment with hard labour for the larceny and to two years' hard labour for the burglary, one sentence to follow the other.

ROBBERY NEAR TAIPOH.

Hau Shi Cheong, Hau Cheung Cheong, and Hau Kwai were charged with robbery and larceny. They all pleaded not guilty.

Messrs. L. R. Pouchard, F. Rühms, F. F. Rebero, C. Dalton, R. Hamilton, Clifford Parkinson, and A. M. Baptista composed the jury.

The Hon. H. E. Pollock, who appeared for the prosecution, said the defendants were charged with stealing \$50, four gold bangles, two gold rings, one pair of gold ear-rings, and one gold hair-pin on the 10th of April of this year, at a place called King-mong, in the New Territory, some six or seven miles northwest of Tai-poh. They were further charged with stealing a cow on the same day and belonging to the same complainant. The complainant, a widow living in a house by herself, Early on the morning of the 18th April she saw the first defendant jump down into the court yard. He called out to her "Sister-in-law run away; the foreign devils are coming to catch you." She told him to go away, and he went away, but soon afterwards the defendants broke open her door. The third defendant kept outside to watch while the first and second defendants, who were armed with knives, came into the house. They dragged the complainant to the door by the hair of the head and also hit her with the flats of their knives. They then broke open a box, took out the money and articles he had mentioned and went away subsequently returning and taking away a cow. The complainant knew all the three well, the second defendant being her brother-in-law.

The jury found the first and second defendants guilty on both counts and the third prisoner guilty on the second count only. His Lordship reserved his sentence.

THE TRADE MARK CASE.

Li Pak alias Li Cheong was charged with (1) falsely applying to goods a mark so nearly resembling a trade mark as to be calculated to deceive; (2) applying a false trade description to goods; (3) selling certain goods to which a mark so nearly resembling a trade mark as to be calculated to deceive had been falsely applied; (4) exposing for sale certain goods to which a mark so nearly resembling a trade mark as to be calculated to deceive had been falsely applied; (5) having in his possession certain goods to which a mark so nearly resembling a trade mark as to be calculated to deceive had been falsely applied.

The Hon. H. E. Pollock (instructed by Messrs. Johnson, Stokes, and Master) appeared for the prosecution, and Mr. Robinson (instructed by Messrs. Deacon and Hastings) for the defence.

By arrangement the case was called immediately after fifteen, when the defendant pleaded guilty to counts one, two and five. Mr. Robinson explaining that the defendant was away at the time the labels were placed on the tins, and it was all a mistake.

His Lordship reserved his decision.

BRUNEI SUBJECTS SEEK SARAWAK'S PROTECTION.

Mr. Charles Hose, Resident of the Baram River, Sarawak, in his report for July, says: "Datu Bakong, chief of the Orang Bukits, in Balat, and Datu Gading, the principal chief of the Tutong, have since been Sarawak subjects. They stated that if Your Highness was unwilling to give them the Sarawak flag that they would kill any messengers the Sultan sent to them, and that they would rather fight than submit to Brunei misrule any longer. Your Highness told them to do as they themselves thought best in the matter. Later in the day the Balat and Tutong chiefs informed me that they had consulted together and that they were quite determined to hoist the Sarawak flag in their villages as soon as they reached their homes, and beg Your Highness to acknowledge them as Sarawak subjects and give them protection. I have since heard that upon their return the Sarawak flag was hoisted in the villages of Datu Bakong, Datu Gading, Orang Kaya Permaincha, Gabok, Orang Kaya Lassi and Orang Kaya Sundai."

Scene, [Lana Sidik Sunday morning.] Lady: "Do you know where little boys go to who hate on Sundays?" Arab: "Yus, it's farther by the canal side. But you can't go. Girls don't love."

THE COLLISION IN THE HUGUILL.

CONCLUSION OF THE COURT OF ENQUIRY.

After sitting for several days the marine court of enquiry into the collision between the s. s. *Scindia* and *Resolute* was finished on 26th ult. Mr. White briefly addressed the court on behalf of the local Government. After reviewing the evidence adduced, counsel submitted that a charge should be framed against Mr. Skinner, the pilot of the *Scindia*, of unskillful, rash and negligent navigation.

The court decided that it was unnecessary to hear Mr. Garth, who represented the British India Steam Navigation Company, the owners of the *Scindia*; also Mr. Sorah, who appeared for the port commissioners as owners of the *Resolute*.

Mr. Bonnard next addressed the court on behalf of Mr. Skinner, the pilot, who was in charge of the *Scindia*. He contended that the evidence clearly showed that the *Resolute* was entirely to blame for the unfortunate collision that took place. The *Resolute* was in a safe position in a creek. Instead of waiting there, seeing what course the *Scindia* was taking, she left her position and deliberately took a dangerous course towards the western channel. He was fully convinced that the court would not frame any charge against Mr. Skinner, who was not to blame in the slightest degree for the unfortunate collision that occurred.

The court then intimated that it would send its report to the Government in due course.

THE SOUTH AFRICAN PROBLEM AND SOME OTHERS.

It is of course the intention that the war in South Africa, which is now as certain as anything can be that has not actually occurred, will be a purely domestic incident, with which no outsider can interfere. Well, the Civil War in the United States was a purely domestic affair, and all the Powers issued notifications of neutrality when it began. But it is supposed that the *Habana* escaped from a British ship, and that the vessel was flying the Stars and Stripes from the sea in a few months—an incident that gave rise to complications and nearly evoked a war between the United States and the United Kingdom. Nothing of that sort can now happen. But Foreign Powers exist; they have their own aims, that do not always coincide with ours, and under certain circumstances they may become interested spectators of our domestic broils. It may be pure coincidence, but nevertheless it is remarkable that, when the anticipation of war in South Africa becomes general, there should be some new development of Russian activity in China and elsewhere. About a month ago, when the London Press was rejoicing that a vigorous and successful diplomacy was leaving the Transvaal no alternative but to accept surrender to a display of military force, M. de Giers informed the Tsung-li-Yamen that any proposal of an alliance between China and Japan would be attended with most serious consequences. The London Press, with its usual foresight, had welcomed the ostentatious negotiations with a view to a rapprochement between Japan and the victim of her reckless ambition as a set-back for Russian policy. It was freely intimated that the Foreign Office had a hand in that welcome development, which was looked upon as favourable to the realisation of the notable project put forward by Mr. Verdyg for the "Egyptianisation" of the Yangtze River Valley with its two hundred million of inhabitants. The intimation that Russia would consider herself entitled to intervene had for its immediate effect the repudiation of any idea of an alliance between China and Japan. That instructive incident took place scarcely a month since. Now that more troops are on their way to South Africa, and that it is an open secret that the invasion of the Transvaal is only a question of days, we are told that Russian Cossacks have demolished the fence surrounding land belonging to Messrs. Jardine, Matheson and Co. of Hongkong. Russia contested the validity of that firm's title to the land in question on the ground that it is included in the concession obtained by her from the Tsung-li-Yamen. The dispute was to be submitted to arbitration, which was agreed to in principle by Great Britain and Russia.

Under the circumstances the destruction of the fence by a party of Cossacks seems to have been a deliberate provocation. It was apparently regarded in that light by the naval officer in command of a relatively strong force on the Yangtze River. Blue-jackets were landed from H. M. S. *Hood* to protect Messrs. Jardine, Matheson's holding while the fence was being re-erected. It is obvious that this step, natural under the circumstances, may furnish a pretext for the reinforcement of the Cossacks, Russia having now 28,000 men in garrison at Port Arthur, and over a hundred thousand men within reach. A complication similar to that prepared by General Komaroff at Penjdeh, when General Wolseley with a considerable force was ploughing the sands of the Soudan in 1885, may easily arise over this Hankow episode, either now or a little later on.

We published yesterday the interesting and highly suggestive letter in which Major-General Nixon called attention to the quiet unusual massing of Turkish troops in Syria at the present time. According to the detailed accounts published in the Arabic papers that arrived in India a fortnight ago, there are 40,000 men at Jerusalem, 50,000 at Arash, immediately to the south of that city, and 35,000 at Damascus. It was reported that sites for forts were being selected. There is a large number of Turkish troops at Ezeroun. Our correspondent, who has had long and intimate acquaintance with the affairs of Asiatic Turkey, deems it strange that the English Press has taken no heed of the massing of troops in Syria. Formerly the Turkish Government kept few soldiers in the Turkish territory which was policed by the local militia. It is suggestive that Russia should within the last year have quietly doubled her force in Turkey, raising it to the strength of two Army Corps, the infantry of which numbers 67,000 men, the artillery and cavalry being in proportionate strength. General Nixon suggests that the object may be to prevent Indian troops being moved to Egypt if complications should occur in Egypt or Europe. It is to be noted that the steps taken to send another Army Corps to Turkey were begun immediately following the Fashoda incident. A Vienna paper, that is the recipient of confidential communications from St. Petersburg, recently published a statement that it is quite a mistake to suppose that Russia had resolved to leave France in the lurch over the Fashoda affair. "If it were not revealing one of the secrets of diplomacy," continued the communication, "it might be found that Russia had, by the movement of troops and by other means, exercised a moderating influence on that occasion, and assured her ally of her entire loyalty." It is permissible to suppose that the large, and otherwise inexplicable and purposeless, increase of the army in Turkey within easy reach of the Afghan frontier was referred to by the Vienna organ of the Russian Foreign Office. We must not leave out of sight M. de Giers' declaration that he had not decided upon any course of action, but that he was waiting to see what the Russian Government would do. It is not surprising that the Russian Government should be waiting to see what the Russian Government would do. It is not surprising that the Russian Government should be waiting to see what the Russian Government would do.

operation would have been for France to decide. As we know, M. Delcasse directed his energies to settle the Fashoda complication by diplomatic means and he entirely succeeded. But, undoubtedly, his efforts were facilitated by a change of attitude of the Foreign Office, which up to a certain moment held that the unconditional withdrawal of Major Marchand's little force would alone meet the case. The Russian semi-official paragraphist more than hints that the change of tone was due to the preparations set on foot by Russia.

That however is a point on which no light is thrown either by the British blue or the French yellow book, and we need not now discuss it. Of more immediate interest is the suggestion of our experienced correspondent, that, in Germany, and Russia, are acting in concert, as they did in China to compel the withdrawal of Japan from the Liao-Tung Peninsula. In his view—and it is that of an officer of considerable experience in war and diplomacy—those Powers are watching, until we involve ourselves in a war with the Dutch Republics, before making any outward sign of their intentions. The Pretorian Government, being well-informed of the drift of things in Arabia, are, according to this estimate of the situation, profiting by the embarrassments that may thus at any moment be created for the Colonial Office. We may have here an explanation of the extraordinary activity and quite unbridled vehemence with which Mr. Chamberlain declared just before the prorogation of Parliament that it was no longer a question of getting the franchise for the Transvaal, but of asserting our "predominance" and maintaining our position in South Africa. Such language, strongly out of proportion to any danger to British ascendancy that might arise in a quarrel between twenty or thirty thousand Dutch farmers and a mighty Empire, ruling one-fifth of the globe, would be explicable if there were reason to believe that the Continental Powers are acting in concert, awaiting an opportunity to make themselves disagreeable in China and in Egypt. However, here an explanation of M. Delcasse's sudden visit to St. Petersburg to discuss matters with Count Muraviev? We must not forget that, while the Fashoda question was still being considered, not only Count Muraviev, but General Kuropatkin, the Russian Minister of War, went to Paris, and spent days in discussing the situation with the French Government. On the other hand, we must bear in mind that the Russian communications with the Far East will not be completed until 1904, and that in a measure the Czar is bound over to keep the peace until his arms are in a position of unquestionable predominance in that region. However, if the three Continental Powers were united, and Russia were able to utilise the reorganised and vastly-increased armies of the Sultan to threaten our position in Egypt, an adventurous policy would have little terrors for a Russian Bismarck. Meanwhile, all that we actually know is that preparations are complete in this country, and doubtless in England also, for the transport to South Africa of an army which the Boers, left to themselves, cannot withstand for two months. The Colonial Office has taken stringent measures to prevent any information on the subject from leaking out. No such secret should leak out in spite of the most rigorous precautions. At St. Petersburg the signal for the despatch of troops to South Africa, Bombay, and hence by transports to Natal, is expected from hour to hour.—*Hongkong Gazette*.

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"SHELL" TRANSPORT AND TRADING CO.

The first annual meeting of this company was held on 12th August, at the offices, 10, Leadenhall-street. Sir Marcus Samuel presided, and in moving the adoption of the report he said:—

The profits were above the average of the three years previous to the purchase of the business by the company. Referring to the item in the accounts under the head of "Nederlandsch-Indische Industrie en Handelsmaatschappij," he said that, in order to comply with the requirements of the Dutch Government, and to obtain a proper transfer of the concessions from the vendors, it was necessary to constitute a company which, according to Dutch law, was compelled to show a cash working capital in addition to the concessions themselves costing £100,288. Further reference to the accounts would show that the company subscribed in cash, as working capital, the sum of £83,333, and also advanced to the Dutch company, up to December 31st last, £160,353.

The sum of £84,500 had been expended for new steamers and installations, and the Board had placed an order with Messrs. Armstrong, Whitworth and Co. for three new steamers of 8,000 tons d.w. each. Two of the vessels are to be delivered during the current year, and the third early in 1900. The company's fleet would then number six steamers of a register of about 50,000 tons. The company intended to remove its tanks from Vladivostok owing to hindrances arising from the Russian shipping laws. The company is now less dependent upon Russian sources of petroleum supply.

FAR EAST OIL FIELDS. The company's requirements are expected to be in a large measure met from its own oil fields in Cotic. There the company had so far spent nearly £350,000 in developing the property and in constructing the refinery, now fast approaching completion, which would be capable of dealing with about 1,000,000 tons of crude oil per annum. The Board were sanguine that, in course of time, sufficient oil would be produced on the company's territory to keep the works fully employed. Considerable progress had been made by them in the introduction of petroleum as a liquid fuel. There was every indication that a remunerative field would be available, but the directors had deemed it advisable to use the company's transport and storage capacity to the fullest extent for the marketing of Eastern oil generally, and they had concluded a contract with the Mosara Enim Petroleum Company of Amsterdam, for the transport, storage, and marketing of all the oil which this corporation produced. The Board were steadily extending the company's installation to all countries and places offering favourable fields, and they had acquired from the Suez Canal Company twelve small steamers capable of carrying about 350 tons of oil in bulk each, upon a very light draught, which would enable them to serve profitable markets which were not previously open to the bulk oil trade. The directors contemplated particularly availing themselves in this connection of the developments of inland navigation in China. After stating that the company operations were conducted at twenty-two open ports throughout the East, and that they owned and worked no fewer than 147 tanks at stations up-country, he moved the adoption of the report.

The motion was agreed to unanimously. Referring to a vote of thanks proposed by Mr. Stanley Boulter, the Chairman said that the first six months of the current year had exceeded last year's figures for that period, and a still more prosperous year was anticipated.

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BRIGANDAGE IN SARDINIA. Sardinia is now a happy country. The bands of brigands which have infested the island for centuries have been completely exterminated. The result is hailed with delight by the people of the island, and marks an epoch of incalculable moral importance in the history of the country. The Government found that a horde of officials were active supporters of these dangerous rebels, and only last June hundreds of the inhabitants were arrested on a charge of harbouring and helping the outlaws. The state of terrorism established by the brigands in the island was such that, against their will, the farmers were compelled to feed and assist them. The tale of their overthrow is full of excitement and interest. The coasts were carefully guarded to prevent their escape by sea, while Captain Petella at the head of a company of soldiers tracked them among the mountain recesses. After weeks of search they were discovered in one of the wildest and most rugged of all Sardinia's mountains, where dense forest grows in many parts obscure the sky from those below, while in others dark rocky precipices, which bid defiance to the skillful Alpine climbers, render approach well-nigh impossible. A soldier bravely ventured forth and reconnoitred their stronghold, which was attacked. The brigands fought after the manner of the Boers, hiding behind rocks and trees, and shifting from shelter to shelter as they fired. Only one showed the white feather; all the others defending themselves until shot down. The last to fall was the leader Pan, who, unable to stand, fell on his knees and faced the soldiers with his revolver. A search of the bodies revealed matters of some curiosity. The rank and file of the brigands were loaded with watches and bank notes, and on Pan's body was part of a priest's stole. The entry of the troops into the little town of Yuoro after the fight was a triumphal march, and the enthusiasm of the inhabitants knew no bounds. A solemn service was held at the cathedral, and there, in their richest attire, all the women of the town assembled, weeping and praying earnestly. By the extinction of this band of ruffians Sardinia has been freed from a terrible source of danger and bloodshed. Effes was one of the cruellest brigands ever Sardinia has known. Woe to the farmer against whom he issued his band's presence of death, and such sentences, it must be known, were issued for no worse offence than failure to comply with an extortionate demand for money. The same villain was mainly responsible for the horrible sentence passed by the band against a rich farmer named Manca, who had denounced them. He was to be put to death with all imaginable cruelty, and in a manner that one would have supposed only a Chinese executioner could have imagined. It is enough to say that the preliminary torment was the removal of the victim's skin by the finger-nails of the brigand band. It can well be supposed,

then, that the destruction of this band has created the liveliest satisfaction, while the achievement of this Government is something the people may be proud of.—*Hongkong Gazette*.

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BRIGANDAGE IN SARDINIA. Sardinia is now

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIJUN MARU J. W. Ekstrand.	VICTORIA, B.C. and SEATTLE, U.S.A. via AMOI, KOBE & YOKOHAMA.	THURSDAY, 21st Sept. at Daylight.
KANAGAWA MARU J. Mackenzie.	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 22nd Sept. at Noon.
YAWATA MARU A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 23rd Sept. at 4 P.M.
KOSAI MARU J. Nagao.	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHIEH-LU, NAGASAKI, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	THURSDAY, 28th Sept. at Noon.
FUTAMI MARU J. Thom.	YOKOHAMA, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 29th Sept. at 4 P.M.
KAGOSHIMA MARU R. Nunoie.	YOKOHAMA, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 29th Sept. at 4 P.M.
SADO MARU W. Thompson.	YOKOHAMA, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 6th October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 18th September, 1899.

A. S. MIHARA, Manager.

Dr. KNORR'S

ANTIPYRINE

patented.
"LION BRAND."
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark).
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.

Dr. OVERLACH'S

MIGRAININE

"LION BRAND"
(ANTIPYRINE—CAFFEINE—CITRATE).
(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an anesthetic.
Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers:
F. ARIWERKEVORM, MEISTERLUCIUS & BRUNING, HOECHST a. M.
Literature of the above Preparations supplied gratis at request to medical men.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

MEDICAL.

UNIVERSITY Graduate practising in China desires to act as "LOCUM TENENS" for long or short period, in the East. Testimonials, &c., on Application.
Address:—
"MEDICAL,"
Care of Office of this Paper.
Hongkong, 16th September, 1899. [1185a]

HONGKONG ELECTRIC COMPANY, LIMITED.
NOTICE is hereby given that the REGISTRATION OF SHARES of the Company will be CLOSED on SATURDAY the 16th to the 23rd day of September, (both days inclusive) during which period NO TRANSFER of Shares can be Registered.
By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th August, 1899. [1186a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in London recently an INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum.
The DIVIDEND WARRANTS will be ready on the 2nd October. The TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).
HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 11th September, 1899. [1182a]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition: and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 51 & 55, Queen's Road Central. [1190a]

Auction.

GOVERNMENT NOTIFICATION.
No. 499.
THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 25th day of September, 1899, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 9th September, 1899. [1190a]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 25th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, near the City, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

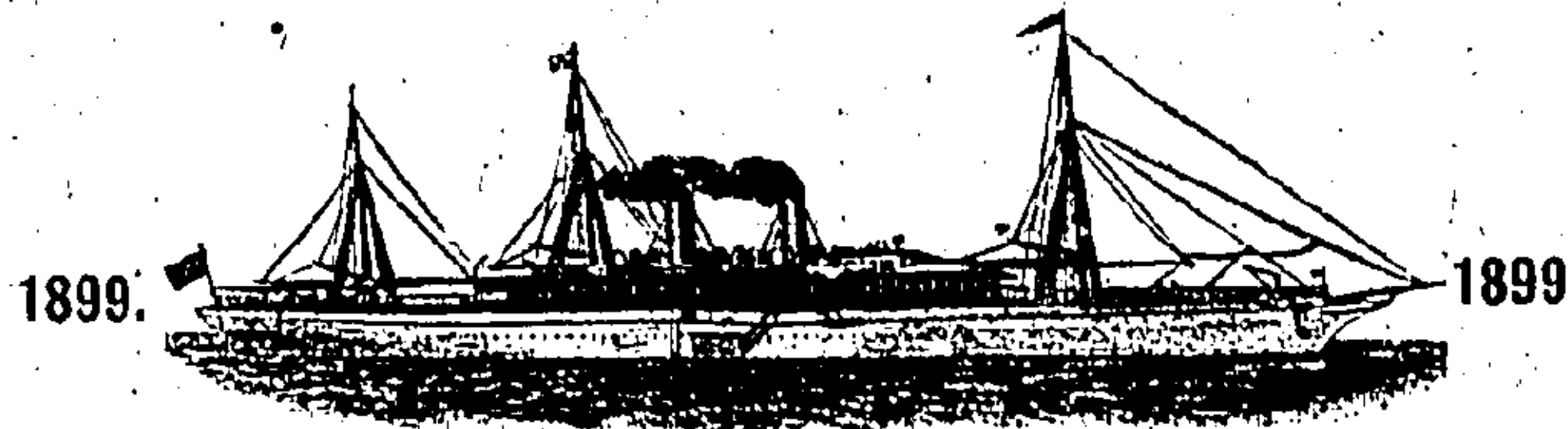
PARTICULARS OF THE LOT.									
No. of Lot.	Regd. No.	Locality.	Boundary Measurement.	Area in Acres.	Area in Sq. Yds.	Annual Rent.	Upset Price.	Remarks.	Notes.
1.	1000	Kowloon Bay (near 10th St.)	150' x 150'	1.12	15,000	350	350		
2.	1001	Kowloon Bay (near 10th St.)	150' x 150'	1.12	15,000	350	350		

WATERING APPARATUS
Non-freezing, Steam, Hydraulic and Electric.
E. GUESNER, E.C.P.,
(Successor of Achille CADOT)
27, Rue des Tullandiers, PARIS.
Hydraulic and Steam Apparatus supplied to the Navy, the Vapour Baths (Bathory system).
Apply to—
M. OPPENHEIMER & Co., PARIS.

PARTICULARS OF THE LOT.									
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Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 27th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street, B.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Sept. at Daylight.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 19th Oct. at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 14th Nov. at Noon.

THE Steamship.

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.
Passengers holding through ORDERS to EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899. [1310]

Hotel.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.
P. BOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899.

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG.	26th Sept. Freight.
V. Binner	(LONDON with transhipment in HAMBURG)	September. Freight and Passage.
*SAVOIA	HAVRE and HAMBURG.	About 11th October. Freight.
Jager	(LONDON with transhipment in HAMBURG)	About 30th October. Freight.
SERBIA	HAVRE and HAMBURG.	About 5th November. Freight and Passage.
Ostermann	(LONDON with transhipment in HAMBURG)	About 15th November. Freight.
*HEIDELBERG	HAVRE and HAMBURG.	About 15th November. Freight.
Schlider	(LONDON with transhipment in HAMBURG)	About 15th November. Freight.
ANDALUSIA	HAVRE and HAMBURG.	About 15th November. Freight.
Schrotter	(LONDON with transhipment in HAMBURG)	About 15th November. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

981

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Carlisle City	1,302	about	Sept. 20
Thyra	3,406	about	Oct. 15
Belgian King	3,379	about	Oct. 31
Garmarthenshire	2,929	about	Nov. 15

THE Steamship.

"CARLISLE CITY" will be despatched for SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on WEDNESDAY the 20th instant.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan.
Hongkong, 19th September, 1899. [1130]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 3rd October, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Friday, 27th October, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 21st Nov., at Noon.

THE U. S. Mail Steamship.

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU on TUESDAY, the 3rd October, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.
Passengers holding through ORDERS to EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern Pacific RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 16th September, 1899. [12]

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen	Wednesday 17th Oct.
Bavaria	Wednesday 8th Nov.
König Albert	Wednesday 17th Dec.
Prinz Heinrich	Wednesday 17th Dec.
Preussen	Wednesday 10th Jan.
Karlsruhe	Wednesday 24th Jan.
Sachsen	Wednesday 7th Feb.
Hamburg	Wednesday 14th Feb.
Bavaria	Wednesday 7th Mar.

ON WEDNESDAY, the 17th day of Oct., 1899, at 4 P.M., the Company's Steamship, SACHSEN, Captain F. Meitz, will sail for HAMBURG, BREMEN, ANTWERP, and other ports in the LEVANT, BLACK SEA, and BALTIC PORTS.

Shipping Orders will be granted full Noon on MONDAY, the 10th October. Cargo and Special will be received on board until 5 P.M. on TUESDAY, the 10th October, and Parcel Packages will be received at the Agency's Office until NOON on TUESDAY, the 10th October. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcel should not exceed two cubic feet in measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

For further Particulars apply to J. S. VAN BUREN, Agent.

Hongkong, 16th August, 1899.

THE TRANSVAAL CRISIS.

WARLIKE PREPARATIONS.

(Dates to the 24th August.)

The British War Office is arranging for the despatch to the frontiers of Cape Colony and Natal of 23,000 infantry, 4,000 cavalry, 2,800 artillery, 1,250 engineers, and 300 mounted police. The military authorities have already accumulated in South Africa a six months' supply of forage for 10,000 horses. General Sir Frederick W. E. Forester-Walker, who has been appointed to the command of the British garrison at the Cape sailed on the 18th from Southampton. His departure from London was from the port of embarkation made the occasion of patriotic demonstrations by the populace. The Bank of England has dispatched 40,000 sovereigns to the Cape, towards the formation of a military treasury chest, in the event of hostilities. The employees at the Royal Arsenal at Woolwich are working overtime in preparing camp equipments, which will be dispatched to South Africa without delay. The War Office has forwarded to the Cape several million tins of preserved meat for the use of the troops. The steamer *Goth*, 4,730 tons, belonging to the Union Steamship Company, Limited, is about to convey 1,000 troops from Gibraltar to Natal. The First Battalion of the Manchester Regiment, numbering one thousand men, sailed on the 23rd from Gibraltar for Cape Town, together with fifty members of the Army Medical Corps.

The army reserve and the residents of Natal have been warned to be in readiness.

Colonel Robert Baden-Powell, of the 5th Dragoon Guards, has concentrated a considerable military force at Bulawayo, the capital of Southern Rhodesia, and drills are engaged in daily.

Early in July the steamer *Reichstag* left Naples with supplies for the Transvaal Government, consisting of 15,000 Mauser rifles, 500 tons of war material, and 500 mules. The vessel arrived at Delagoa Bay, where the Boers had made arrangements for the consignments to be placed on railway trucks for conveyance to Pretoria. The Portuguese authorities, however, refused to allow the rifles and war material to be landed. On the news reaching Pretoria President Kruger betrayed great vexation. He contended that the stoppage of the landing of the goods is a distinct breach of the treaty existing between Portugal and the Transvaal. Portugal informed Mr. Kruger that to allow the carriage through her territory of arms that are ostensibly intended for use against a friendly Power would be inconsistent with her duty as a neutral State. Mr. Kruger replied to the effect that a *modus vivendi* between Great Britain and the Transvaal was assured. Portugal afterwards raised the embargo. It has transpired that the Transvaal authorities recently sent up to their supporters in the Kimberley district, at Jagersfontein, and at Alhwal North, places in Cape Colony, 150 cases of ammunition.

Intelligence has been received from Cape Town to the effect that 1,000,000 rifle cartridges have been conveyed to the Orange Free State from Port Elizabeth, in Cape Colony. On the fact having been made public at Cape Town, there was an outburst of indignation against the Premier, Mr. W. P. Schreiner, for having permitted the transit of the ammunition through British territory. Mr. Schreiner, in reply, says that the necessary permit for the conveyance of the cartridges was granted on July 1st, and that if he had subsequently refused to allow the consignments to be introduced via Cape Colony it would have reached the Free State via Delagoa Bay. The Cape newspapers strongly condemn the conduct of Mr. W. P. Schreiner. They contrast the conduct of Mr. Schreiner in this matter with the patriotic attitude of Sir Gordon Sprigg (late Premier) with regard to similar consignments prior to the Transvaal war in 1881.

Commandant J. P. Joubert, the leading military commander in the Transvaal, has addressed to the Queen a letter which occupies six newspaper columns. He urges Her Majesty not to permit a small weak State, which has repeatedly relinquished its rights and striven to live in peace with the British to be overthrown owing to the mis-statements of unscrupulous Uitlanders and Cape politicians.

The exodus from Johannesburg which, since the difficulty between Great Britain and the Transvaal became acute, has been considerable, still continues on a large scale. On the 21st, 4,000 residents assembled at the railway station, and expressed their disapproval of those who were leaving by train in a pronounced manner.

A firm in Birmingham has received orders to supply 140,000 Mauser rifle cartridges to the Transvaal Government. General Joubert recently declared that the Transvaal ammunition factory was unable to make cartridges suitable for the Mauser rifle.

During the last three years the Transvaal has imported via Delagoa Bay, 14,000 rifles, 6,400 revolvers, and 398 tons of ammunition.

FRESH PROPOSALS.

President Kruger's written reply to the latest despatch by Mr. Chamberlain relative to the franchise reforms demanded on behalf of the Uitlanders has been handed to Mr. Conyngham Greene, the British agent at Pretoria. President Kruger has offered that, if Britain would relinquish the suzerainty of the Transvaal, to concede a five years' franchise to the Uitlanders and give them a share in the president's election and increased representation in the Rand.

Mr. Chamberlain replied that the president's proposal was not admissible.

REPORTS OF TREASON.

The *Standard* is responsible for the statement that treason is widespread among the Boers of Cape Colony and Natal. The same journal declares that the traitors are being furnished with money and arms from Pretoria. The statement recently published by the London *Standard*, that treason was widespread in Cape Colony and Natal, was on the 23rd brought under the notice of Colonel Hime, the Premier of the last-named colony. Colonel Hime assured his interviewer that his Government were endeavouring to discover the alleged traitors and to secure their fitting punishment.

THE SUZERAINTY QUESTION.

A Blue-Book has been issued by the British Government in reference to the position of the Transvaal in relation to Great Britain. In a despatch dated May 9, Mr. F. W. Reitz, the Transvaal Secretary of State and representative in Europe, affirmed the Transvaal's existing rights of absolute self-government following the inherent right as a sovereign international State. In reply to this Sir Robert G. W. Herbert, the British Permanent Under-Secretary of State for the Colonies from 1871 to 1884, declares that Great Britain at the London Convention of 1884, never for a moment dreamed of admitting the Transvaal to the position of an equal contracting power. Sir Alfred Milner, the Governor of the Cape, and British High Commissioner for South Africa, remarks that Mr. Reitz's jugglery in regard to the Convention of 1884 is most irritating to a plain man. Mr. J. Chamberlain, in a note written on July 13, concurs that the claim of the Transvaal to be considered as a sovereign State is wholly inadmissible. He adds that the British Government has no intention of continuing the discussion. The British newspapers agree that the necessity for an inquiry with a view to obtaining guarantees on behalf of the Uitlanders has been greatly emphasised. They declare that Britain must assert her predominant position at whatever cost.

THE DREYFUS CASE.

To 24th August.

Mr. Terrell, an English barrister and Q.C., is visiting Rennes, and has published a description of the proceedings at the Dreyfus Court-martial. He lays particular stress upon the air of unreality which pervades the Court.

Dreyfus asserted on the 21st August that the probationers who were, with himself, attached to the War Office, were aware in June, 1894, that they would not be attending the manoeuvres. This statement was in reference to a phrase in the *bordereau* which was dated September 14, the phrase being, "I am off to the manoeuvres." Dreyfus was, himself, one of the probationers he speaks of, that is to say, he was passing by stages through the six bureaux of the War Office in completing his military education.

Maitre Labori, Dreyfus's counsel resumed his conduct of the case on that day. The distinguished counsel was congratulated upon his re-appearance in Court by the judges, by his brother counsel and by Generals Mercier and Billot. Maitre Labori crushingly cross-examined several witnesses, and lifted the defence to a distinctly higher level. He subjected General Mercier to a severe cross-examination. A point which he particularly pressed was as to how the witness, seeing that he is no longer Minister of War, came into possession of the spurious document that has been attributed to Colonel Schneider.

General Mercier evaded the question and ultimately refused to answer it, whereupon Maitre Labori declared that the law had been violated.

General Mercier admitted that he had no right to give formal orders for the submission of secret documents to the judges on the occasion of the first trial of Dreyfus in 1894. He added that he merely gave moral orders.

General Mercier created a sensation on the 24th by admitting that he withheld from the court-martial of 1894 the telegram which was sent from Rome by Colonel Penizardi, the Italian military attaché in Paris, stating that the Italian Government had had no dealings with Captain Dreyfus.

Maitre Labori then exposed General Mercier's attempt to add to the secret dossier a new commentary by Colonel du Paty de Clam. At the exposure by Dreyfus's counsel General Mercier seemed much confused.

Colonel March, 129th Infantry, who was president of the first court-martial on Captain Dreyfus, reluctantly admitted that at the trial he and his brother-judges received a document from General Mercier through du Paty de Clam.

On the 24th Esterhazy had his attention drawn in London to the statement of M. de Blowitz in the London *Times*, to the effect that the generals were discussing the expediency of acknowledging Esterhazy as the author of the *bordereau*, and declaring that Dreyfus acted as his accomplice. On reading the report, Esterhazy exclaimed—"If the generals try to make out that Dreyfus was my accomplice, the present trial collapses. The charge will lead to the inevitable death of persons whom it has not hitherto been desired to kill."

PROFESSOR KOCH.

That eminent bacteriologist Professor Robert Koch, whose researches into the origin of tuberculosis, rinderpest, cholera, &c., are of world-wide renown, is now in Singapore, en route to Batavia, where he proposes to spend six months in the study of malaria. Thereafter it is understood that Professor Koch will return to the Straits and will spend some time here, also with that object. He is accompanied by Mrs. Koch.—S. P. Press.

THE PARIS RIOTS.

A great meeting of anarchists and socialists was held on the 20th August in the Place de la Republique, Paris, to protest against the leniency displayed by the Government in not having effected the arrest of M. Jules Guerin, the President of the Anti-Semitic League, who had barricaded himself within his house to avoid capture by the police. With the view of preventing disorder, a large body of police was present. M. Sebastian Faure harangued the crowd to the effect that the anarchists ought to be masters of the situation. He added that the members of the Nationalist or Anti-Dreyfus party monopolised the streets. Eventually the police were ordered to disperse the crowd, and the guards proceeded to clear the square. Three thousand persons then made a rush towards the Police Nationale, and a scuffle ensued. This speedily developed into a fierce fight, a number of revolver-shots being exchanged. During the struggle the police commissary and two members of the force were injured. The police, however, succeeded in effecting the arrest of M. Sebastian Faure, a proceeding which drove the anarchists and socialists into a perfect frenzy. Close by stood the church of Invalides, St. Joseph, and the rabble, who were armed with hatchets and knives, proceeded to smash in the church windows, and having effected by this means an entrance into the edifice they began the work of destruction. The crowd proceeded, destroying pictures, altars, the font, statues, and the great crucifix, and accompanying their work by the singing of the French revolutionary song, "La Carmagnole." The chairs were thrown in a heap outside the building, and a light was applied to them, making a huge bonfire. Into the flames were thrown the broken images of the Saviour and the Virgin. Matters had now assumed a serious aspect that the Republican Guard was summoned, but on its arrival the soldiers were fiercely attacked with knives. A number of the anarchists sought refuge in the belfry, whence they hurled missiles on to the heads of the soldiers below. The authorities succeeded in effecting 20 arrests. The pulpit in the church was set fire to, and was destroyed; a similar fate befell many valuable pictures. In the evening the excitement spread eastwards, the police driving riotous crowds before them. There were many conflicting cheers for "the army" and "the Republic." Two kiosks, or street newspaper-stands, were burned by the rioters, and 26 arrests were made at the Eastern Terminus railway station. The fiasco which attended the original meeting in the Place de la Republique was due to the presence of a number of members of the Ligue de la Patrie Française and the Anti-Semitic League, together with a number of youthful Royalists.

The rising of 14-16 was aimed at the Clericals and Anti-Semites. At midnight the city had been restored to comparative quiet, and the disturbance suppressed. Three hundred and fifty persons were badly wounded during the day's strife, while the total number of rioters arrested was one hundred and fifty.

Mr. Guerin's house is besieged by troops with fixed bayonets, and the street in which it stands has been temporarily closed. Detachments of Republican guards have been posted at all the principal churches. The French authorities intended it is stated to charge M. Sebastian Faure and others of the ringleaders of the riots with attempted murder. The police and Government are undertaking the stringent prosecution of all rioters.

THE VAMPIRE VINE.

The octopus has hitherto been regarded as the most hateful and horrible of all created things. There has, however, been discovered in Nicaragua a plant which is as fearsome as the devil fish. It is a vine called by the natives "the devil's snare," and it seems literally to drain the blood of any living thing which comes within its death-dealing touch. A naturalist, who has recently returned from Central America, relates the finding of this singular growth in one of the swamps which surround the great lakes of Nicaragua. He was engaged in hunting for botanical and entomological specimens, when he heard his dog cry out, as if in agony, from a distance. Running to the spot, he found the dog enveloped in a net of what seemed to be a fine rope-like tissue of roots and fibres. The vine seemed to be composed of bare interlacing stems resembling the branches of the weeping willow denuded of leaves, of a dark hue, and covered with a thick viscid gum that exuded from the pores. Drawing his knife, he endeavoured to cut the animal free, but it was only with greatest difficulty he succeeded in severing the fleshy, muscular fibres. To his horror and amazement the naturalist then saw that the dog's body was blood-stained, while the skin appeared to have been actually sucked or sucked in spots, and the animal staggered as if from exhaustion. In cutting the vine the twigs turned like living, sinuous fingers, and it required no slight force to free the hand from its clinging grasp, which left the flesh red and blistered. The gum exuding from the vine was of a grayish dark tinge, remarkably adhesive, and of a disagreeable animal odour, powerful and nauseating to inhale. The native savans manifested the greatest horror of the vine, which they called "the devil's snare," and were full of stories of its death-dealing powers. Its voracity is almost beyond belief, its power of suction being contained in a number of infinitesimal mouths. If the substance it seizes is an animal, the blood is drawn off, and the carcass dropped. On a lump of raw meat being thrown to it, in the space of five minutes the blood is drunk off, and the mass thrown aside.

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With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

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Hongkong, 11th September, 1899. [19]

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Hongkong, 22nd September 1898. [45]

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Hongkong, 18th January, 1898. [13]

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The Steamer has Superior Accommodation for Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
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Hongkong, 11th September, 1899. [938a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMU MARU,"
Captain S. Nagata, will be despatched for the above ports on SUNDAY, the 24th instant, at Daylight.

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MITSU RUSSAN KAISHA,
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Hongkong, 18th September, 1899. [1186a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. *M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.*

For Freight or Passage, apply to
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Agents.

Hongkong, 8th September, 1899. [1147a]

CHINA NAVIGATION COMPANY, LIMITED.

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Hongkong, 8th September, 1899. [1146a]

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GIBB, LIVINGSTON & Co.,
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Hongkong, 9th September, 1899. [1149a]

OCEAN STEAMSHIP COMPANY.

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"SARPEDON,"
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

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Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.
THE New Steamship

"PING SUEY,"
Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

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SHEWAN, TOMES & Co.
Hongkong, 21st August, 1899. [1020a]

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THE Steamship

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S.S. "JOHN SANDERSON" At intervals
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Hongkong, 7th September, 1899. [941a]

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No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 13th September, 1899. [1170a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.
THE Steamship

"GLENFARG,"
having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 20th instant, will be subject to rent.

No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 13th September, 1899. [1168a]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship.

"HONGKONG-MARU,"
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 14th September, 1899. [1310]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.
THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, ex S.S. *Rome*.
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H. A. RITCHIE,
Superintendent.

Hongkong, 15th September, 1899. [1-1 w 5]

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THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

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Imperial Cotton Spinning Mills,
Onoda Cement Co., Ltd.,
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K. HASEGAWA,
Manager.
Hongkong, 19th August, 1899.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.
SAVITARY SOAP.
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[11]
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SURGEON DENTIST,
No. 10, Market Street.
TERMS VERY MODERATE.
Hongkong, 22nd September, 1898.
[43]
DENTISTRY.
SUI KANG,
(Lately Practising at Dr. I. SAKATA),
No. 4, Market Street Central.
Hongkong, 18th March, 1899.
[18a]

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(CHAPOTEAU)
9, rue Vivienne, PARIS-FRANCE

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours—
HUTTON HALL, British ship, Thirber—Chas.
E. Richardson & Co.

EXCHANGE.
Hongkong, 19th September.
ON LONDON, Telegraphs Transfer, 1/11 3/16
Bank Bills, on demand, 1/11 1/2
ON BERLIN, Bank Bills, on demand, 1/11 1/2
ON PARIS, Bank Bills, on demand, 1/11 1/2
ON NEW YORK, Bank Bills, on demand, 47 1/2
Credits, 30 days' sight, 47 1/2
ON BOMBAY, Telegraphs Transfer, 143 1/2
ON SHANGHAI, Telegraphs Transfer, 144 1/2
Private, 30 days' sight, 73 1/2
ON YOKOHAMA, T.T., 5 per cent. prem.
Sovereigns, Bank's Buying Rate, 10 1/2
Gold 100 to 100, per 100, 71 1/2
Bar Silver, 2 per cent. prem.

The Share Market.

LATEST QUOTATIONS.

(September 19th).

Banks.
Hongkong and Shanghai Banking Corporation
—348 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference)
nominal.
The Bank of China & Japan, Ltd.—(Ordinary)
2 1/2 buyers.
The Bank of China & Japan, Ltd.—(Deferred)
2 1/2 buyers.
National Bank of China, Ltd.—\$26 buyers.
Do. —\$26 buyers.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$260.
China Traders Insurance Co., Ltd.—\$264.
North China Insurance Co., Ltd.—\$264.
Yangtze Insurance Assoc. Ltd.—\$122 1/2.
Marine Insurance Office, Ltd.—\$150.
Straits Insurance Co., Ltd.—\$5.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$335.
China Fire Ins. Co., Ltd.—\$388 1/2.

Shipping.
Hongkong, Canton, & Macao Steamboat Co.,
Limited—\$314.
Indo-China Steam Navigation Company, Ltd.
—\$71.

China and Manila S.S. Co., Ltd.—\$91.
Douglas Steamship Co., Ltd.—\$52.
China Mutual S. N. Co., Ltd.—(Preference)—
\$90 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—
\$50 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3
buyers.

Star Ferry Co., Ltd.—\$191.
Refineries.
China Sugar Refining Co., Ltd.—\$148.
Luzon Sugar Refining Co., Ltd.—\$54.

Mining.
Punjom Mining Co., Ltd.—\$93.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Ton-
kin—\$240.

Queen Mines, Limited—\$0.50.
Jelchu Mining and Trading Co., Ltd.—\$13 1/2.
Raub Allain Gold Mining Co., Ltd.—\$63.
Oliver's Freehold Mines, Ltd.—(A) \$11.
Oliver's Freehold Mines, Ltd.—(B) \$7 1/2.
Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$2.70.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$32 1/2.
Hongkong and Kowloon Wharf and Godown
Company, Limited—\$90.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$18.

Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.
—\$7.75.
Hongkong Land Investment and Agency Co.,
Ltd.—\$115.
Kowloon Land and Building Co., Ltd.—\$29.
West Point Building Co., Ltd.—\$35.
Hongkong Hotel Co., Ltd.—\$135.
Humphreys' Estate and Finance Co., Ltd.—
\$191.

Miscellaneous.
Green Island Cement Co., Ltd.—\$30.
China Portland Cement Co., Ltd.—\$24.
A. S. Watson & Co., Limited—\$17.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Gen. Fenwick & Co., Ltd.—\$42 1/2.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—
\$174.

Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15.
Bell's Asbestos Eastern Agency, Limited—\$1.
Bells Asbestos Eastern Agency, Limited—\$1.
Dyeing Co., Ltd.—\$65.
Ewo Cotton Spinning & W. Co., Ltd.—\$15.
International Cotton Mfg. Co., Ltd.—\$15.
Lau-kung-mow Cotton Spinning & Weaving
Co., Ltd.—\$15.

Soy Chee Cotton Spinning Co., Ltd.—\$15.
Yahloong Cotton Spinning Co., Ltd.—\$15.
Tebrun Planting Co., Ltd.—\$4 per share.
Tebrun Planting Co., Ltd.—\$4 per share.
BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

OPIUM QUOTATIONS.

Hongkong, 19th September.

New Pains \$57 1/2 per chest.
New Benares 82 1/2
New Malwa 75 1/2 per picul.
Old Malwa 78 1/2
Persian, paper tied 67 1/2

VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken Mr. J. H. Kemp
and 2 children Mr. and Mrs. Kiene
Mr. J. H. Aitken Mr. Kirkwood
Mr. J. H. Aitken Mr. Paul Kremer
Mr. W. H. Anderson Mr. E. A. Leggett
Mr. S. K. Andes Mr. G. P. Lima
Mr. S. N. Akaba Mr. R. W. Lomax
Mr. W. Armstrong Mr. Miss Luckner
Mr. O. C. Arpe Mr. E. M. Layton
Mr. W. H. Avery Mr. J. V. Mayton
Mr. W. S. Bailey Dr. E. B. Merchant
Mr. B. J. Barlow Mr. H. Metman
Mr. A. G. Bartholomew Mr. F. Mills
Mrs. E. S. Biddle and Mr. J. A. Morris
maid Mr. Frank Murison
Mrs. W. S. Bishop Mr. E. O. Murphy
Mr. and Mrs. A. H. Bottenheim Mr. A. H. Myers
Mr. B. Braham Mr. R. A. Naphegyi
Mr. Brerault Mr. Newson, F.W.
Mr. J. W. Brown Mr. A. C. Van Nierop
Mr. T. F. Burgdorf Mr. R. D. Oldham
Mr. A. B. Carter Mr. J. O'Neill
Dr. and Mrs. F. Clark Mr. W. Parritt
Mr. R. Colgrove Mr. J. C. Perry
Capt. Cumming, R.N. Mr. F. T. Richards
Mr. P. C. Denroche Mr. G. E. Richardson
Mr. A. Doctor Mr. S. J. Robins
Mr. C. B. U. Dodd Mr. & Mrs. C. Robinson
Mr. and Mrs. C. A. Dovel Mr. J. H. Rowen
Mr. D. Ernshaw Mr. A. J. Hamilton
Mr. L. L. Eitel Mr. R. Snowdon
Mr. W. F. Fucker Mr. M. S. Soderstrom
Capt. & Mrs. J. Gibson Mr. M. Soderstrom
Mr. C. G. Gove Mr. S. B. Tainter
Mrs. E. B. Gove Mr. Jules Thierange
Mr. J. H. Grimes Mr. C. Thomas
Mr. J. H. Hall Mr. and Mrs. H. H.
Mr. F. H. Howard Todd and family
Mr. T. Howard Mr. A. Travel
Mr. Wm. K. Hughes Mr. Turner
Mrs. Jackson Mr. T. Walling
Major Mrs. Jeffreys and Mr. A. W.
Mr. C. M. Jenkins Wild
Mr. and Mrs. Joseph Mr. J. Williamson
Mr. E. A. Kitchin Mr. J. W. J. Wright
Mr. and Mrs. W. C. K. M. W. J. Wright
Kaplin

VISITORS AT THE WINDSOR HOTEL.

Mr. Maron M. Bela Mr. H. Rees
Mr. and Mrs. W. A. Mr. and Mrs. Reyes
Brooks and children
Mrs. J. de Camille Mr. and Mrs. Robinson
Mr. Ernest Dudge Mr. Th. A. Ross
Mr. & Mrs. J. Kennedy Mr. H. Shaul
Mr. H. Martin Mr. A. Simon
Mr. W. D. Norton Mr. W. Soderstrom
Mr. and Mrs. Oria and Mr. W. A. Sprick
children Mr. Alex. Wait
Mr. M. Pardo Mr. and Mrs. James
Mr. and Mrs. David Wait
Park Mr. E. J. Young

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. R. Brayne Capt. F. Koford
Mr. F. Bure Mr. J. Lumke
Mr. F. Mrs. F. G. Mr. E. Lee
Collins Mr. C. W. Longuet
Capt. van Corbach Mr. C. W. Longuet
Mr. G. H. Dann Mr. R. Mitchell
Mr. and Mrs. W. H. T. J. Von Oertzen
Davis and child Lt. Col. The O'Gorman
Mr. A. L. Denison Dr. Marx Peters
Mr. P. Dow Hon. H. E. Pollock
Col. G. J. H. Evatt Capt. H. P. Prynn
Mr. S. E. Ezekiel Mr. A. Reed
Mr. R. M. Ezekiel Comdr. R. M. Rumsey
Mr. A. Forbis Mr. A. Sinclair
Lt. Col. A. R. Fraser Mr. A. Findlay Smith
Colonel E. H. Gorges Mr. A. G. Stokes
Staff-Surgeon and Mrs. Mr. A. P. Stokes
W. E. Home Mr. G. H. Wheeler
Mr. H. W. Jeffries Mr. G. H. Windrath
Major G. K. St. John

CRAGIEBURN.

Rt. Rev. Bishop Burdon Mr. Hugo Silvestri
Mr. F. Flynn, R.N. Mrs. Simmonds
Mrs. Horder The Government Civil
Hon. and Mrs. R. D. Hospital Sisters
Ormsby Miss Triscott
Miss Ormsby Mr. and Mrs. W. E.
Mr. A. I. Richardson Turner
Mrs. Percy Rolfe and Miss Underwood
son Consul Volpicelli
Capt. C. B. Simmonds, Madame Volpicelli
R.A.

VESSELS IN PORT.

Steamers.

CARLISLE CITY, British steamer, 1,894, Thos.
Aitken, 7th Aug. and 10th Aug., General.
DEUTEROS, German steamer, 1,901, E. Peter-
sen, 14th Sept.—Saigon 10th Sept., Rice.
—Siemssen & Co.
DIAMANTE, British steamer, 1,54, G. A.
Taylor, 17th Sept.—Manila 14th Sept.,
General.—Shewen, Tones & Co.
EMPRESS OF JAPAN, British steamer, 5,904,
G. D. Bowles, R.N.R., 12th Sept.—Van-
couver 22nd Aug., and Shanghai 9th Sept.,
Mails and General.—C. P. R. Co.
FORMOSA, British steamer, 674, J. Douglas,
18th Sept.—Tamsui 14th Sept., and Amoy
17th Sept.—Douglas, Lapin & Co.
HAILAN, French steamer, 377, W. Bast, 15th
Sept.—Manila 12th Sept., General.—A. R.
Marty.

HONGKONG MARU, Japanese steamer, 3,385,
W. E. Filmer, 13th Sept.—San Francisco
17th Aug., and Shanghai 11th Sept., General.
—J. S. Van Buren.
HUE, French steamer, 704, P. Merlees, 16th
Sept.—Haiphong and Hoioh 15th Sept.,
General.—A. R. Marty.

INDRANT, British steamer, 3,226, R. Campbell,
17th Sept.—Yokohama 15th Aug., and
Amoy 15th Sept., General.—Jardine,
Matheson & Co.
LEOAZPI, Spanish steamer, 561, Antonio
Tribas, 4th Sept.—Manila 1st Sept., General.
—Order.

LOOSCO, British steamer, 1,020, J. B. Jackson,
15th Sept.—Bangkok 8th Sept., and Koh-
si-chang 9th, Rice and Timber.—Butter-
field & Swire.
MACHU, British steamer, 995, H. Beaton,
18th Sept.—Siam 12th Sept., General.—
Butterfield & Swire.

ORISTES, British steamer, 2,992, J. P. Luford,
18th Sept.—Singapore 12th Sept., General.
—Butterfield & Swire.
PICCOLA, German steamer, 875, E. Schipper,
18th Sept.—Saigon 8th Sept., Rice.—Chinese.
ROJUN MARU, Japanese steamer, 2,972, J. W.
Ekstrand, 12th Sept.—Mojji 7th Sept.,
General.—Nippon Yusen Kaisha.

SUEVIA, German steamer, 4,129, Förlck, 14th
Sept.—Swatow 13th Sept., General.—
Siemssen & Co.
TAIWAN, British steamer, 1,459, R. Nelson,
3rd Sept.—Molokai 22nd July, Sydney
20th, Brisbane 1st Aug., Townsville 4th,
Cooktown 6th, Thursday Island 13th, Port
Darwin 17th, and Manila 31st, General.—
Butterfield & Swire.

TETARTOS, German steamer, 1,574, T. Desler,
15th Sept.—Saigon 11th Sept., Rice and
General.—Siemssen & Co.
UNITY, Norwegian steamer, 929, F. Hansen,
12th Sept.—Samarang 1st Sept., Sugar—
Lauts, Wegener & Co.

VICTORIA, British steamer, 257, Reehe, 18th
28th Sept.—Singapore 8th Sept., Ballast.
Jardine, Matheson & Co.

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th
Sept.—Manila 2nd Sept., Ballast.—Arn-
hold, Karberg & Co.
GOVERNOR ROBE, American ship, 1,627,
Nichols, 21st Aug.—New York 5th May,
Kerosine Oil.—Standard Oil Co.
HUTTON HALL, British ship, 1,989, Thirber,
5th Sept.—Tacoma 25th June, Flour—
Order.

JOSEPHUS, American ship, 1,547, P. Gilkey,
30th Aug.—New York 25th April, Case
Oil.—Standard Oil Co.
RETRIEVER, British schooner, 96, Parker, 8th
Sept.—Honolulu 16th July, Ballast—
Order.

SINLA, British 4-masted bark, 2,087, Huesais,
25th Aug.—Cebu and Philippine Islands
2nd Aug., Ballast.—Order.
ST. DAVID, American ship, 1,490, Lyons, 16th
Aug.—San Francisco 3rd June, Flour—
Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 19th, 1899.
Alacrity, despatch-vessel, 1,700 tons, 10-6 p.
4 guns, 3,000 i.h.p., Commander A. H.
Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,
Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H.
Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 14
guns, 13,163 i.h.p., Captain Hon. S. C. J.
Colville, C.B., cruising.
Bonaventure, 1st class cruiser, 4,360 tons, 18
guns, 9,000 i.h.p., Capt. R. H. J. Mont-
gomery, C.B., R.N., Hongkong.
British, 1st class battleship, 17,700 tons, 6 guns, 5,600
h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14
guns, 13,000 i.h.p., Captain R. J. Jellicoe,
cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,
Comdr. C. W. Winnington-Ingram, cruising.
East Defence-guboot, 361 tons, 3 guns,
h.p., Lieut. Comdr. G. Chadwick,
cruising.

Fama, twin screw, torpedo-boat destroyer, 402
tons, 5,400 i.h.p., Lieut. Com. R. Keyes,
cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns,
360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer,
260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 1st class cruiser, 4,360 tons, 9,000
i.h.p., 18 guns, Capt. G. Callaghan, cruising.
Hunter, storeship, 1,640 tons, 800 i.h.p., Com.
H. J. Davidson, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8
guns, 7,000 i.h.p., Capt. H. N. Dudding,
cruising.

Linnah, gun-vessel, 756 tons, 1 heavy gun, 4
6-pounders, 870 i.h.p., Commander W. W.
Smythe, cruising.
Orlando, British cruiser, 5,600 tons, Capt. J.
Bayer, Japan.
Peacock, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut. Comdr. P. S. St. John,
Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut. Comdr. J. F. E. Green,
Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns,
1,200 i.h.p., Lieut. Comdr. S. V. Y. De M.
Copper, Foochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000
i.h.p., Hon. H. Lambton, en route Singa-
pore.
Rattler, 1st class gunboat, 715 tons, 6 guns,
1,200 i.h.p., Lieut. Com. The Hon. G. A.
Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr.
Powell, Hongkong.
Tweed, coast defence gunboat, 361 tons, 3
guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 i.h.p., Capt. A. C. Clarke,
cruising.
Victorious, British battleship, 14,900 tons, 32
guns, 12,000 i.h.p., Captain A. Schomberg,
cruising.

Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer,
320 tons, 6,000 i.h.p., Lieut. Comdr. E.
Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns,
36, 37 and 38, first-class, and 3 second-class
boats.

Miscellaneous.

Elna, Italian cruiser, 3,530 tons, Capt. G.
Girotto, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,661
tons, 9,000 i.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 388 tons, Comdr.
Cunha, Macao.
Stromboli, Italian cruiser, 3,359 tons, Captain
Cantantini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser,
5,000 tons, twin screw, 36 guns, 9,500 h.p.,
Captain Molais, at Port Arthur.
Alou, Russian gunboat, 810 tons, 8 guns, 760
h.p., Captain Elksky, at Vladivostok.
Bobr, Russian gun-vessel, twin screw, 950 tons,
13 guns, 1,150 h.p., Captain Boisman, at
Nagasaki.
Dmitri Donkoy, Russian armoured cruiser,
3,593 tons, twin screw, 34 guns, 7,000 h.p.,
Capt. Witloff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Serebren-
nikoff, at Vladivostok.
Gremiastchik, Russian armoured cruiser, 1,492
tons, twin screw 12 guns, 3,400 h.p., Capt.
Bouboenoff, at Port Arthur.
Kreyetta, Russian cruiser, 1,200 tons, 9 guns,
2,150 h.p., Capt. Serebriamkoff, at Port
Arthur.
Kreyser, Russian cruiser, 1,300 tons, 18 guns,
1,800 h.p., Capt. Zvinsky, at Singapore.
Mangrove, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Kachaloff,
at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Teniche, at
Vladivostok.
Nagayev, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Port Arthur.
Otmanny, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Coplanoff, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36
guns, 8,000 h.p., Captain Virenius, at
Vladivostok.
Razia, Russian armoured cruiser, 12,200 tons,
Capt. Domojoff, at Port Arthur.
Rurik, Russian flagship, 10,940 tons, armoured
twin screw cruiser, 1st class, 44 guns,
13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Barronoff, at Vladivostok.
Sissoi Veliky, Russian battleship, 10,000 tons,
10 guns, 8,500 h.p., Capt. C. Parenayov,
at Port Arthur.
Sivuch, Russian gunboat, 950 tons, twin
screw 13 guns, 1,200 h.p., Capt. Astromoff,
at Port Arthur.

Vladimir Monomach, Russian cruiser, 6,000
tons, Prince Ouchomakoff, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650
h.p., Com. Molchousky, at Vladivostok.
Vladimir, Russian torpedo boat, 400 tons, 18
guns, twin-screw, 3,500 h.p., Capt. Rogulif,
at Vladivostok.
Yakov, Russian gunboat, 16 guns, 890 h.p., at
Vladivostok.
Zablaki, Russian cruiser, 1,230 tons, 20 guns,
2,800 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class, Russian torpedo boat, 81 tons,
2 guns, 2 torp tubes, 1,100 h.p., speed 21
knots.
Revel, 1st class, Russian torpedo boat, 96 tons,
3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Suezberg, 1st class, Russian torpedo boat, 69
tons, 3 guns, 2 torp tubes 780 h.p., speed
19 1/2 knots.
(1st and 2nd class.)
Ferd, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Janichich, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns,
1,300 h.p., 22 knots.
Novorossich, Russian torpedo boat, 87 tons, 4
guns, 220 h.p., 22 knots.
Podarinnik, Russian torpedo boat, 23 tons, 1
gun, 220 h.p., 16 knots.
Sisli, Russian torpedo boat, 23 tons, 1 gun, 220
h.p., 16 knots.
Schorpion, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Soolichna, Russian torpedo boat, 87 tons, 4 guns,
970 h.p., 19 knots.
Sterlat, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sivras, Russian torpedo boat, 23 tons, 1 gun,
220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
1. Flagship of Vice-Admiral Alexeieff.
2. Flagship of Rear-Admiral F. V. Dubossioff.
3. Flagship of Rear-Admiral Rozhkov.

THE FRENCH SQUADRON.
Asile, French gunboat, 463 tons, 6 guns, 453
h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns,
4,500 h.p., Capt. Joannht, at Yokohama.
Beaulieu-Beaupre, French cruiser, 1,246 tons,
14 guns, 895 h.p., Captain Ternet, at
Cheloo.
Brusil, French cruiser, 4,750 tons, 16 guns,
8,800 i.h.p., at Saigon.
Comite, French gunboat, 473 tons, 6 guns, 631
h.p., Captain Simon, at Saigon.
Discartes, French protected cruiser, 3,985 tons,
36 guns 631 h.p., Captain Bernard, at
Nagasaki.
Eclairer, French cruiser, 1,608 tons, 15 guns,
2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns,
2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns,
850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bar, French cruiser, 4,500 tons, 10 guns,
8,800 i.h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576
h.p., Capt. Annot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons,
36 guns, 9,000 i.h.p., Capt. de Breizet, at
Manila.
Pluvier, French despatch-boat, 545 tons, 4
guns, 500 h.p., Comdr. Vidal, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns,
800 i.h.p., at Saigon.
Triomphe, French armoured cr., 4,700 tons,
24 guns, 2,400 h.p., Capt. B. de Brotillet,
at Saigon.
Vauban, French flagship, 6,150, Capt. Boutet
at Haiphong.
Vipere, French gunboat, 463 tons, 6 guns, 441
h.p., Comdr. Constolle, at Bangkok.
+ Flagship of Rear-Admiral Gigault de
Bedollier.

THE GERMAN SQUADRON.

Cornoran, German cruiser, 1,630 tons, 14 guns,
2,700 h.p., Comdr. Brunsat, at Friedrich
Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns,
9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38
guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns,
8,000 h.p., Capt. Obentheimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons,
12 guns, 12,000 i.h.p., Captain Gulich, at
Manila.
Kaiser, German flagship, 7,676 tons, 28 guns,
7,800 h.p., Captain Stubenrauch, at Wei-
hai-wei.
Morve, German surveying vessel, 970 tons,
Captain Korvetten, at Amoy.
Prinzess Wilhelm, German cruiser, 4,400 tons,
22 guns, 8,000 h.p., Captain Truppel, at
Kiaochow.
+ Flagship of Rear-Admiral von Diederichs.
+ Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns,
10,664 h.p., Capt. J. M. Forsyth, at Manila.
Bennington, U.S. gunboat, 1,720 tons, 6 guns,
3,436 h.p., Com. E. D. Taussig, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,
Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199
h.p., Comdr. S. W. Very, at Manila.
Celtic, U